

# PLANNING COMMISSION REPORT



MEETING DATE: December 10, 2003

ITEM NO. \_\_\_\_\_

GOAL: Coordinate Planning to Balance Infrastructure

## SUBJECT

### Scottsdale Professionals On Shea

## REQUEST

Request to approve:

1. A General Plan amendment (non-major) from Rural Neighborhoods to Office (minor) on a 4.24 +/- acre parcel located within the Shea corridor at the northeast corner of Shea Blvd. & 85th Place.
2. A rezoning from Single Family Residential (R1-35) to Service Residential (S-R) on a 4.24 +/- acre parcel located at the northeast corner of Shea Blvd and 85th Place.

**7-GP-2002 & 14-ZN-2002**

### Key Items for Consideration:

- This will allow a change from residential uses to office uses.
- This property is adjacent to a single-family neighborhood to the north.
- There will be no significant traffic or other service impacts.

### Related Policies, References:

Shea Area Plan

## OWNER

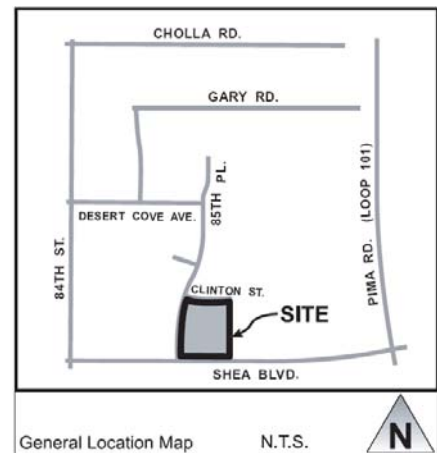
Scottsdale Professionals On Shea  
480-947-7717-102

## APPLICANT CONTACT

Gerald Palmer  
Palmer Architects Inc.  
480-947-7717

## LOCATION

Northeast corner of Shea Blvd and 85<sup>th</sup> Place



## BACKGROUND

### General Plan.

The General Plan Land Use Element designates the property as Rural Neighborhoods and within the Shea Corridor. The Rural Neighborhoods category includes areas of relatively large lot single-family neighborhoods. The Shea Corridor has guidelines to enhance and protect existing residential areas while allowing land use flexibility along Shea Boulevard to provide services to the surrounding neighborhoods.

### Shea Area Plan.

The Shea Area Plan allows flexibility of land uses along Shea Boulevard while emphasizing the importance of compatibility with surrounding land uses. The Shea Area policies allow for the introduction of office uses where the land use plan currently does not allow them subject to meeting specific conditions.

These conditions include:

- Blending new development into the existing land use patterns without creating negative off-site impacts.
- Compatibility to existing development through appropriate transitions (building heights reflecting neighboring houses, setbacks equal to adjoining residential uses, buffering through landscaping, open space etc.).
- Discouraging of any uses that would destabilize the neighborhood.

**Zoning.**

The site is zoned Single Family Residential District (R1-35), which allows single-family homes, churches, and schools. The area to the north and south is zoned residential, to the west is zoned service residential, and to the east is zoned commercial.

**Context.**

This property contains four residential lots and is located between a retail commercial center to the east and an office development to the west. 85<sup>th</sup> Place abuts the property to the west and provides access to existing residential properties to the north.

**History.**

Over the years, there have been multiple rezoning applications along this portion of Shea Boulevard. Much of the land use discussion has been to decide an appropriate land use buffer between the established single-family neighborhood and Shea Boulevard. Surrounding neighbors have been concerned about commercial land uses diminishing the quality of life in the area and generating too much traffic for the neighborhood.

In 2000, there were two concurrent rezoning applications to the S-R district along this portion of Shea Boulevard frontage. One application was to rezone this property, which was denied because of access concerns and a proposed driveway on 85<sup>th</sup> Place (cases 6-GP-1999 and 11-ZN-1999). The other application was to rezone the property on the west side of 85<sup>th</sup> Place, which was approved (cases 10-GP-1999 and 18-ZN-1999).

In 1997, an application to rezone this property to the S-R District was withdrawn (cases 8-GP-1992#3, 1-ZN-1996, and 5-UP-1997). At that time, surrounding residents expressed concerns regarding commercial land uses in the area, traffic, and signage.

In 1990, the property to the east (Pima Crossings Shopping Center) was rezoned to the Central Business (C-2) District (case 29-Z-1990). Also in 1990, an application to rezone this property and properties to the west to the Planned Community District (PCD) to allow a 20-acre shopping center was denied (case 36-Z-1990).

**APPLICANT'S  
PROPOSAL****Goal/Purpose of Request.**

This is a request to develop an office complex at the northeast corner of Shea Boulevard and 85<sup>th</sup> Place. This application has two parts:

1. **General Plan Amendment.** The proposed change in the General Plan from Rural Neighborhoods to Office (minor) is necessary for rezoning consideration to allow an office complex on this property.
2. **Rezoning.** The proposed rezoning from Single Family Residential District (R1-35) to Service Residential District (S-R). The rezoning will allow greater flexibility of non-residential land uses to provide a buffer between an existing residential neighborhood and Shea Boulevard.

The applicant proposes building six one-story buildings with a total of 37,800 square feet of office space. The only access to the site will be from Shea Boulevard and a joint-access driveway connecting to the commercial center to the east. Landscaped setbacks are proposed along 85<sup>th</sup> Place, Clinton Street, and Shea Boulevard to match the setbacks of adjacent developments. The applicant is also working with the homeowner on the north side of Clinton Street to coordinate an abandonment application of Clinton Street, which requires a separate City Council decision.

**Development information.**

- *Existing Use:* 4 Residential lots
- *Parcel Size:* 4.24 acres
- *Number Buildings Proposed:* 6
- *Floor Area:* Total of 37,800 square feet total
- *Building Height:* 18 feet

IMPACT ANALYSIS

**Land Use.**

The proposed Office (minor) designation includes a variety of office uses, and provides a mixed-use character when inserted into neighborhoods. Minor Office uses typically generate low to moderate traffic volumes and have strict development requirements that will protect adjacent residential uses. The proposal will allow a change from residential uses to office uses between a residential neighborhood and a major arterial street near a freeway interchange.

The rezoning to Service Residential District (S-R) allows professional offices with a residential scale and character to serve nearby residential and commercial areas. Building heights are limited to eighteen (18) feet in the S-R District. The S-R district also is designed to be a transitional zone, and should be used to buffer low density residential uses from more intense land uses and heavily traveled transportation routes.

The proposed office complex is an infill development located between two commercial properties, so it will blend in with existing land use patterns and will not destabilize the neighborhood. The residential-scale office buildings will provide a buffer between the Shea Boulevard and the residential neighborhood. The proposed setbacks and building heights, and restricting access away from residential streets, create a development plan compatible with the surrounding neighborhood.

**Traffic.**

Primary access to the site is proposed to be via cross access through the Pima Crossings shopping center to access their signalized driveway on Shea Boulevard. A proposed right-in, right-out driveway on Shea Boulevard provides secondary site access. No site access is proposed to 85<sup>th</sup> Place.

Approval of the proposed zoning and general plan amendment will allow the development of approximately 38,000 square feet of office land use on the site. Analysis of the trip generation comparison demonstrates that this development will generate approximately 630 trips per day to and from the site with an estimated 62 trips occurring during the a.m. peak hour and 97 trips occurring during the p.m. peak hour. Capacity calculations were completed for the adjacent Pima Crossing Driveway and Shea Boulevard signalized intersection and for the unsignalized site driveway on Shea Boulevard. The intersection of Pima Crossings and Shea Boulevard is expected to operate at an LOS B during both peak hours with the addition of the proposed site traffic. The site driveway on Shea Boulevard, restricted to right-in and right-out access, is expected to operate at LOS B or better for all movements.

**Parking.**

There is more parking provided on the site than is required, which will help assure no parking will occur in the surrounding neighborhoods. There is a potential for overflow parking within the adjacent shopping center, similar to the way the church and existing office buildings to the west share parking.

**Water/Sewer.**

There are existing water and sewer lines in Shea Boulevard and 85<sup>th</sup> Place that are adequate to serve the site, so there are no anticipated water and sewer impacts.

**Police/Fire.**

There are no anticipated police or fire service impacts associated with developing this site into an office complex.

**Community involvement.**

The applicant has held multiple open house/public involvement meetings regarding the proposed development plan and submitted a community involvement plan and report. The applicant has worked with the surrounding neighborhood for over a year determining appropriate site development standards, such as setbacks, building heights, and access. Other than general inquiries, there have been no comments regarding this request. (See Citizen Involvement, Attachment #8).

**Community Impact.**

The residential-scale office buildings will provide a buffer between Shea Boulevard and the residential neighborhood. The proposed office use is an infill development located between two commercial properties, and it will blend with existing land use patterns. The proposed setbacks and building heights, and restricting access to residential streets, create a development plan compatible with the surrounding neighborhood.

STAFF  
RECOMMENDATION      **Recommended Approach:**  
Staff recommends approval, subject to the attached stipulations.

RESPONSIBLE  
DEPT(S)      **Planning and Development Services Department**  
Current Planning Services

STAFF CONTACT(S)      Tim Curtis  
Project Coordination Manager  
480-312-4210  
E-mail: [tcurtis@ScottsdaleAZ.gov](mailto:tcurtis@ScottsdaleAZ.gov)

APPROVED BY      \_\_\_\_\_  
Tim Curtis  
Report Author

\_\_\_\_\_  
Randy Grant  
Chief Planning Officer

- ATTACHMENTS
1. Applicant's Narrative
  2. Context Aerial
  - 2A. Aerial Close-Up
  3. Land Use Map
  - 3A. Proposed Land Use Map
  4. Existing Zoning Map
  - 4A. Proposed Zoning Map
  5. Stipulations
  6. Additional Information
  7. Traffic Impact Summary
  8. Citizen Involvement
  9. City Notification Map
  10. Site Plan

**GENERAL PLAN AMENDMENT & REZONING**  
**PROJECT NARRATIVE**

**Date:** 11-19-03  
**Case #:** 93-PA-02 (Cases 7-GP-2002 & 14-ZN-2002)  
**Project Name:** Scottsdale Professionals on Shea  
**Location:** Northeast Corner of 85<sup>th</sup> Place and Shea Boulevard  
**Applicant:** Beus Gilbert PLLC (John V. Berry, Esq.)  
**Owner:** Jerry Palmer (Palmer/Hart Building Group Inc.)

**Proposed Land Use Category:** "Office (minor)"  
**Existing Land Use Category:** "Rural Residential"  
**Proposed Zoning:** S-R  
**Existing Zoning:** R1-35  
**Total Units/Density:** 0.20 FAR  
**Adjacent Street Classification:** Shea Boulevard. – part of "Regional System"  
85<sup>th</sup> Place – part of "Neighborhood Systems" (not shown on Mobility Systems Map)  
Clinton Street -- part of "Neighborhood Systems" (not shown on Mobility Systems Map)

The applicant proposes the General Plan designation of this 5.14 gross acres parcel (4.24 net acres), located at the northeast corner of 85<sup>th</sup> Place and Shea Boulevard, from "Rural Residential" to "Office (minor)". A rezoning application has also been submitted to rezone the subject parcel from R1-35 to S-R (Service Residential).

**DEVELOPMENT DESCRIPTION**

The "Scottsdale Professional on Shea" project consists of approximately 37,000 s.f. of office space arranged in six (6) single story buildings as a residentially-scaled, low density development. The owner proposes to develop his own architectural office at this location in addition to other office users.

Key project features under the proposed S-R zoning include: a lot coverage that does not exceed 20%; building height under 18 ft.; open space on site will be approximately 45% of the overall project area; and a substantial setbacks along 85<sup>th</sup> Place and a 100 ft. setback along Shea Boulevard.

Site access is limited to one direct right in/right out access on Shea Boulevard. In addition, shared access is proposed through the Pima Crossing shopping center, so that vehicles entering and existing the project can utilize the signalized intersection in front of Pima Crossing just east of the subject property. There will be no project access to either 85<sup>th</sup> Place or Clinton Street. In this way, the project will not have a traffic impact on the neighborhood immediately north of the site. In addition, it is the owner's intent to work with the property owner to the north and the City to achieve the abandonment of Clinton Street.

7-GP-2002  
14-ZN-2002

Many project improvements, based on extensive outreach to the surrounding neighborhoods over the past two years, are now incorporated into the project. The commitments are illustrated on the site plan, or where more appropriate, they are confirmed in CC&R's between various nearby homeowners and the Palmer/Hart Building Group, Inc. The residential scale and character of the project has been emphasized by providing variations of color, materials, staggered buildings, and window treatments to emphasize the individuality of each unit. Details such as a working fireplace are proposed to be added. Lighting will be ground mounted and no lighting will be provided on the underside of the parking canopies. There will be no parking located on the south side of the driveway parallel with Shea Boulevard. The applicant has agreed to limit the location of carports to the north and east sides so that they are less conspicuous to the surrounding area.

## **GENERAL PLAN**

The property is currently designated "Rural Residential" under the approved General Plan. The site has been historically depicted on land use plans of the City as Residential at a density of ½ to 1 dwelling unit per acre. This designation, as well as the site's underlying zoning of R1-35, is a reflection of the existing subdivision of land approximately three decades ago. This was prior to Shea Boulevard becoming a regional through-way, the construction of the Pima Freeway and the Shea Boulevard interchange, and the land use intensification of parcels immediately east and west of the subject property. Today, the subject property is sandwiched between the Pima Crossings shopping center (rezoned from R1-35 to C-2 Central Business District and C-3 Highway Commercial in 1990) and a recently developed office complex (rezoned from R1-35 to S-R Service Residential in 2000). The subject parcel and its single-family residential neighborhood to the north have been left with an uncertain future and unresolved land use and circulation issues. Although the recently approved General Plan update has successfully addressed many city-wide issues, this site specific issue was not addressed at the time of the General Plan update.

The General Plan Amendment proposal achieves the intent of the CityShape 2020 Guiding Principles. The proposal addresses the preservation of meaningful open space through the proposed reuse of the site for low density, residentially scaled office uses. This reuse will be able to accommodate generous setbacks along the Shea Boulevard scenic corridor that will contribute to the sense of openness expected along the Shea Boulevard corridor.

The proposed re-use is capable of enhancing the existing neighborhoods to the north to the extent that it will establish uses that are viable and stable for many years into the future. The reuse must respect the character of the adjacent neighborhood in scale, design, and sensitivity to access issues. By resolving many years of deterioration on this site, this proposal can be a positive force in sustaining the livability of the adjacent neighborhoods.

Future office uses will support Scottsdale's economic vitality by providing services that support both residential and other business uses in the area. They can also reduce the

demand for long-distance commuting and provide a balance of uses in this part of the community.

The proposal seeks to support community sustainability by contributing to travel reduction, by helping to maintain the long-term stability of neighboring residential uses, and by providing a better balance of uses in the area.

The ability of the site's re-use to value Scottsdale's unique lifestyle and character will be borne out in the sensitivity of project development through building design, building materials, site landscaping, and site access solutions.

CityShape 2020 guiding principle of advancing transportation are proposed to be met through this General Plan amendment process and a future rezoning. The applicant is proposing a land use that works well within the single-family residential neighborhood context, and with some care and sensitivity will not detrimentally affect neighborhood and Shea Boulevard traffic patterns.

This application encompasses four single-family residential lots, currently zoned R1-35. There are two lots fronting on Shea Boulevard and two lots immediately north fronting on Clinton Street. Properties adjacent to Shea Boulevard between Hayden and Pima Roads have been the subject of tremendous uncertainty and controversy over the last 15 years. In 1990, the Pima Crossings Shopping Center and the Reflections townhome project were approved. In 2000, the city approved a General Plan Amendment and rezoning allow the construction of an office development immediately west of the subject property, which included traffic calming solutions at strategic locations within the residential neighborhood to the north. Unfortunately, these two key decisions have left a destabilized 5.14 acre parcel supporting four single-family homes with an uncertain future, sandwiched between a shopping center and an office complex. Their general state of repair certainly reflects this instability and uncertainty. It is clear that this uncertainty has contributed to the deferral of maintenance and structural and cosmetic improvements to the houses and their lots.

This application has been prepared to remedy these issues with a land use alternative that has been proven to provide the neighborhood with a meaningful buffer from the Shea Boulevard traffic corridor. However, it will be critical to the successful implementation of the proposed General Plan designation to address building design, building materials, site landscaping, and site access with a sensitivity to the residential neighborhood to the north.

It is not expected that the "Office" designation of this five-acre infill project will materially increase the impact on infrastructure development as compared to the current General Plan.

The proposed development directly addresses two Land Use Element goals (#5 and 7). In addition, the proposal addresses the Shea Corridor policies, and the goals, policies,



and guidelines of the Shea Area Plan adopted in 1993 and referenced in the Land Use element of the General Plan.

The proposed land use designation creates a land use transition from a street of regional significance and intensity to a stable single-family neighborhood. The creation of an office use transition is also a land use pattern that encourages shorter and fewer automobile trips and greater mobility choices for residents who live nearby and wish to access office employment opportunities and local services.

The Shea Corridor is specifically referenced on the General Plan Land Use Element map. The city is encouraging the enhancement and protection of existing residential areas, while allowing flexibility in addressing residential parcels fronting on Shea Boulevard.

The Shea Area Plan addresses situations where offices adjoin a residential land use. In such cases, the plan policy is to give special attention to protect the privacy of existing homes by (1) stepping-down building heights, (2) providing dense native plant buffers, and (3) site plan elements that locate activity areas away from the residential areas. Each of these guidelines are addressed in the rezoning submittal and the future Development Review board applications.

## GENERAL PLAN AMENDMENT

Case # 7-GP-2002

Northeast Corner of 85th Place and Shea Boulevard

1. **APPLICATION FEE** (submitted)
2. **GENERAL PLAN AMENDMENT PROJECT JUSTIFICATION NARRATIVE**  
(see attached)
3. **GENERAL PLAN CITIZEN NOTIFICATION & PUBLIC INVOLVEMENT PROGRAM** (see attached)
4. **SERIES OF CONTEXT GRAPHICS, PLANS & PHOTOGRAPHS THAT SHOW THE RELATIONSHIP OF THE PROPOSAL TO THE, SURROUNDING PROPERTIES** (see attached)
5. **ADDITIONAL CONTEXT GRAPHICS** (see attached)
6. **NARRATIVE RESPONDING TO HOW THE GENERAL PLAN AMENDMENT PROPOSAL FURTHERS THE GOALS OF EACH OF THE GENERAL PLAN GUIDING PRINCIPLES**

The General Plan Amendment proposal achieves the intent of the CityShape 2020 Guiding Principles. The proposal addresses the **preservation of meaningful open space** through the proposed reuse of the site for low density, residentially scaled office uses. This reuse will be able to accommodate generous setbacks along the Shea Boulevard scenic corridor that will contribute to the sense of openness expected along the Shea Boulevard corridor.

The proposed re-use is capable of **enhancing the existing neighborhoods** to the north to the extent that it will establish uses that are viable and stable for many years into the future. The reuse must respect the character of the adjacent neighborhood in scale, design, and sensitivity to access issues. By resolving many years of deterioration on this site, this proposal can be a positive force in sustaining the livability of the adjacent neighborhoods.

Future office uses will **support Scottsdale's economic vitality** by providing services that support both residential and other business uses in the area. They can also reduce the demand for long-distance commuting and provide balance of uses in this part of the community.

The proposal seeks to **support community sustainability** by contributing to travel reduction, by helping to maintain the long-term stability of neighboring residential uses, and by providing a better balance of uses in the area.

The ability of the site's re-use to **value Scottsdale's unique lifestyle and character** will be borne out in the sensitivity of project development through building design, building materials, site landscaping, and site access solutions.

7-GP-2002  
14-ZN-2002

CityShape 2020 guiding principle of **advancing transportation** is proposed to be met through this General Plan amendment process and a future rezoning. The applicant is proposing a land use that works well within the single-family residential neighborhood context, and with some care and sensitivity will not detrimentally affect neighborhood and Shea Boulevard traffic patterns. The creation of an office use transition is also a land use pattern that encourages shorter and fewer automobile trips and greater mobility choices for residents who live nearby and wish to access office employment opportunities and local services.

The proposed land use designation creates a land use transition from a street of regional significance and intensity to a stable single-family neighborhood.

The Shea Corridor is specifically referenced on the General Plan Land Use Element map. The city is encouraging the enhancement and protection of existing residential areas, while allowing flexibility in addressing residential parcels fronting on Shea Boulevard.

## 7. ANALYSIS\*

- 5.14 acres are proposed to be changed from a "Rural Residential" General Plan land use designation to an "Office (minor)" General Plan land use designation
- the estimated decrease in population this proposed General Plan amendment will create is 12 persons
- The total estimated decrease in elementary, middle, and high school age children this proposed General Plan amendment will create is 2
- The estimated increase this proposed General Plan change will have on water use per year will be 28 acre feet/year
- The estimated increase this proposed General Plan change will have on wastewater generation per year will be 13 acre feet/year
- The estimated increase this proposed General Plan change will have on solid waste generation per year will be 85 tons/year
- The estimated increase this General Plan change will have on vehicle trips per day is 1,160
- The estimated increase in the number of employees this proposed, General Plan change will result in is 181

**\* Source: Land Use Model for Analysis of Probable Dwelling Units, Population, School-age Children, Vehicle Trips, Water Use, Employment, Off-street Parking, Environmental Impact, Retail Demand, and Facilities Demand - The Impacts of Land Use Development in Planning Zone B - Scottsdale, Arizona**

8. **PROVIDE DISCUSSION AND ANALYSIS OF ANY CHANGES TO THE APPROVED PLANS, GOALS, AND/OR POLICIES CONTAINED IN EACH GENERAL PLAN ELEMENT THAT THE PROPOSED AMENDMENT WOULD MAKE (LIST EACH ELEMENT AND DISCUSS THE APPLICABLE PLANS AND POLICIES WITHIN EACH ELEMENT AS IT RELATES TO THE PROPOSED GENERAL PLAN AMENDMENT)**

**LAND USE ELEMENT**

- *locate employment uses where impact on residential neighborhoods are limited and access is available at city-wide and regional levels*

The proposed office development is an employment use located on a major arterial street of regional significance. Shea Boulevard is part of the east/west regional system identified on the General Plan Mobility System Map. This land use alternative will provide the neighborhood to the north with a meaningful buffer from the Shea Boulevard traffic corridor. Impacts on the neighborhood need to be addressed through building design, building materials, site landscaping, and site access.

- *encourage transitions between different land uses and intensities through the use of gradual land use changes, particularly where natural or manmade buffers are not available*

The proposed office development is intended to be an appropriate transition from the intensive commercial development of Pima Crossing and the Shea Boulevard traffic corridor. Like the low intensity office use recently constructed to the west of the subject site, the proposed development is also a land use transition from the single family residential neighborhood to the north and the Shea Boulevard regional thoroughfare. These projects become visual and to some extent audio screens from the activity and noise of Shea Boulevard.

- *provide a balance of live work and play land uses and development intensities that enable convenient non-automotive trips (pedestrian, cycling, and transit) where environmentally and physically feasible*

The proposed office project will create employment opportunities and will offer services to the immediate neighborhood that can take advantage of non-automotive trips. The proximity of the parcel to the Shea Boulevard corridor encourages employees and seekers of services to access the project by public transit as an alternative to the automobile trip.

- *focus intense land uses along major transportation networks (such as the Pima Freeway and major arterial streets)*

While an office project as proposed is not an intense land use, its proximity to the Pima Freeway and direct access to Shea Boulevard provides excellent access to major transportation corridors. This proximity allows the employee or user of the project to make personal transportation choices that can include automotive travel, transit opportunities, and ride share capabilities.

- *promote development patterns and standards that are consistent with the surrounding uses and reinforce an area's character*

The development of the subject parcel for minor office use is consistent with the office development immediately west and provides an appropriate transition from the more intense commercial development immediately east of the parcel at Pima Crossing

- *encourage redevelopment that invigorates an area while respecting the character of adjacent neighborhoods*

The 1990 approval of the Pima Crossing shopping center to the east and the 1999 approval of a General Plan amendment and rezoning for office development to the west, have left the subject parcel with an uncertain future. This uncertainty is reflected in the deferred maintenance and lack of cosmetic and structural repairs to the existing single-family residences on site. The reuse of the subject parcel will resolve many years of deterioration while respecting the character of the adjacent residential neighborhood to the north through appropriate scale, design, and sensitivity to access issues.

- *The General Plan "Office" designation includes the concept of a minor office use. This is an office use that has a residential scale and character. It, by definition, has low to moderate traffic volumes. These office uses are generally one-story structures with at-grade parking. Strict development and landscape requirements are intended to protect adjacent residential uses*

The applicant proposes an office development consistent with the definition of minor office uses. It will establish a stable use and buffer for the residential neighborhood to the north.

### **COMMUNITY MOBILITY ELEMENT**

- *in particular, the character of regional corridors in Scottsdale should reflect the image that is uniquely Scottsdale through unified streetscapes*

The reuse of the subject parcel for office use will facilitate the creation of a consistent and unified streetscape along the Shea Boulevard corridor between 84<sup>th</sup> Street and the Pima Freeway.

- *encourage development and redevelopment that is compatible with and supportive of citywide corridor functions and design*

Shea Boulevard is designated a "Visually Important Roadway" on the Character Types Map in the Character and Design Element of the General Plan. It is also defined as having a "Transitional" classification, where the development pattern is medium to low and where the streetscape serves as a buffer between traffic and adjacent land uses. The reuse of the subject parcel for office purposes provides the opportunity to install a meaningful streetscape that can truly serve as a buffer between the street traffic and the residential neighborhood to the north.

## **CHARACTER AND DESIGN ELEMENT**

- *encourage "streetscapes" for major roadways that promote the city's visual quality and character, and blend into the character of the surrounding area*
- *allow for a larger landscaped area that can minimize the impact of highly traveled streets adjacent to neighborhoods*

The reuse of the subject parcel for office purposes provides the opportunity to install a meaningful streetscape that can truly serve as a buffer between the street traffic and the residential neighborhood to the north.

- *encourage lighting designs that minimize glare and lighting intrusions into neighborhood settings*

This is an important site planning and project amenity consideration that will be addressed in the development of this project.

## **NEIGHBORHOODS ELEMENT**

- *Guide infill (new development in an established area) development to ensure that such development efforts are context-appropriate to the surrounding neighborhoods*

This proposed project is context appropriate for its location, given the proximity of the site to Shea Boulevard and the location of the project between a retail shopping center and an office project.

## **PRESERVATION AND ENVIRONMENTAL PLANNING ELEMENT**

- *Promote ... the use of non-auto related travel to reduce traffic congestion, energy consumption and air pollution*

The re-use of the site for professional and medical-related office uses can provide employment opportunities for residents who reside within the adjacent neighborhood. Additionally, the services provided by prospective tenants may meet the needs of nearby residents who can access the site without the use of the personal automobile. The site's location on Shea Boulevard also provides for the potential for trips to and from the site to be accomplished via public transit.

## **OPEN SPACE AND RECREATION ELEMENT**

- *Apply a scenic corridor designation along major streets, using the following guidelines: there is a need for a landscaped buffer between streets and adjacent land uses; and an enhanced streetscape appearance is desired*

The reuse of the subject parcel for office purposes provides the opportunity to install a meaningful streetscape that can truly serve as a buffer between the street traffic and the residential neighborhood to the north.

## **COMMUNITY INVOLVEMENT ELEMENT**

- *Institute and use public involvement plans to identify interested parties, their concerns and interests, and opportunities for providing information and involvement*

The **GENERAL PLAN CITIZEN NOTIFICATION & PUBLIC INVOLVEMENT PROGRAM** identifies the community involvement required to ensure that interested parties are fully informed about the proposal and have meaningful opportunities to provide input as to concerns and interests.

## **ECONOMIC VITALITY ELEMENT**

- *Locate and integrate non-residential development to improve access and visibility and to protect the integrity of neighborhoods*

The re-use of the site for office uses, compatible with the adjacent single-family residential neighborhood to the north, is an ideal choice for a site sandwiched between a retail shopping center and another office project. The ability of the proposed project to buffer the existing neighborhood from Shea Boulevard is also expected to be a stabilizing factor for the existing neighborhood.

## **HOUSING ELEMENT**

- *Preserve the quality of existing dwellings and neighborhoods so that people will find our community a healthy, safe, and attractive place*

The existing single family dwellings proposed to be replaced have been the subject of destabilizing forces over at least the last 15 years. Transportation and land use decisions, such as: (1) increased local and regional traffic along Shea Boulevard, (2) the Pima Freeway construction just east of the site and its commercial neighbor, (3) the development of the Pima Crossings shopping center, and (4) the office infill development immediately west of the subject site, have contributed to the degradation of long-term residential viability.

## 9. **DISCUSSION OF HOW THE PROPOSED AMENDMENT CONTRIBUTES TO ACHIEVING THE CITY'S GOALS REGARDING SCENIC CORRIDORS, VISTA CORRIDORS, CHARACTER AREA PLANS, NEIGHBORHOOD PLANS, HOUSING DIVERSITY, ECONOMIC DIVERSITY, AND TRANSPORTATION ACCESSIBILITY AND MODES OTHER THAN AUTOMOBILE TRAFFIC**

The subject property is within a future character area. The Shea Area Plan addresses situations where offices adjoin a residential land use. In such cases, the plan policy is to give special attention to protect the privacy of existing homes by (1) stepping down building heights, (2) providing dense native plant buffers, and (3) site plan elements that locate activity areas away from the residential areas. Each of these guidelines are fully addressed in the rezoning case and the future Development Review Board application. It is further anticipated that with a minor office orientation proposed for this parcel under the general

“Office” designation, the future development will be of a single-story nature with a residential scale and character.

Shea Corridor policies recommend that land use decisions along Shea Boulevard enhance and protect existing residential areas while allowing flexibility in residential parcels having a Shea frontage.

Shea Boulevard is designated a “Visually Important Roadway” on the Character Types Map in the Character and Design Element of the General Plan. It is also defined as having a “Transitional” classification, where the development pattern is medium to low and where the streetscape serves as a buffer between traffic and adjacent land uses. The reuse of the subject parcel for office purposes provides the opportunity to install a meaningful streetscape that can truly serve as a buffer between the street traffic and the residential neighborhood to the north.

10. **DESCRIBE THE KEY ISSUES THAT HAVE BEEN IDENTIFIED BY THE SURROUNDING NEIGHBORHOODS THROUGH THE PUBLIC INVOLVEMENT PROGRAM**

In the 15 years that the subject parcel and its neighboring properties have been the subject of discussion and debate about appropriate land uses, the key issues identified by nearby residents have been: (1) fear of increases traffic and speed into the neighborhood; (2) pedestrian safety for children and families; and (3) concerns about current cut-through traffic to avoid major intersections.

Feedback from the community outreach during this General Plan amendment and rezoning process also surfaced neighborhood interest in substantial setbacks from Shea Boulevard, access restrictions to the neighborhoods to the north, and the creation of a project with a residential scale and character that would blend into the residential area.





Scottsdale Professionals on Shea





Q.S.  
29-48

G.I.S. ORTHOPHOTO 2002

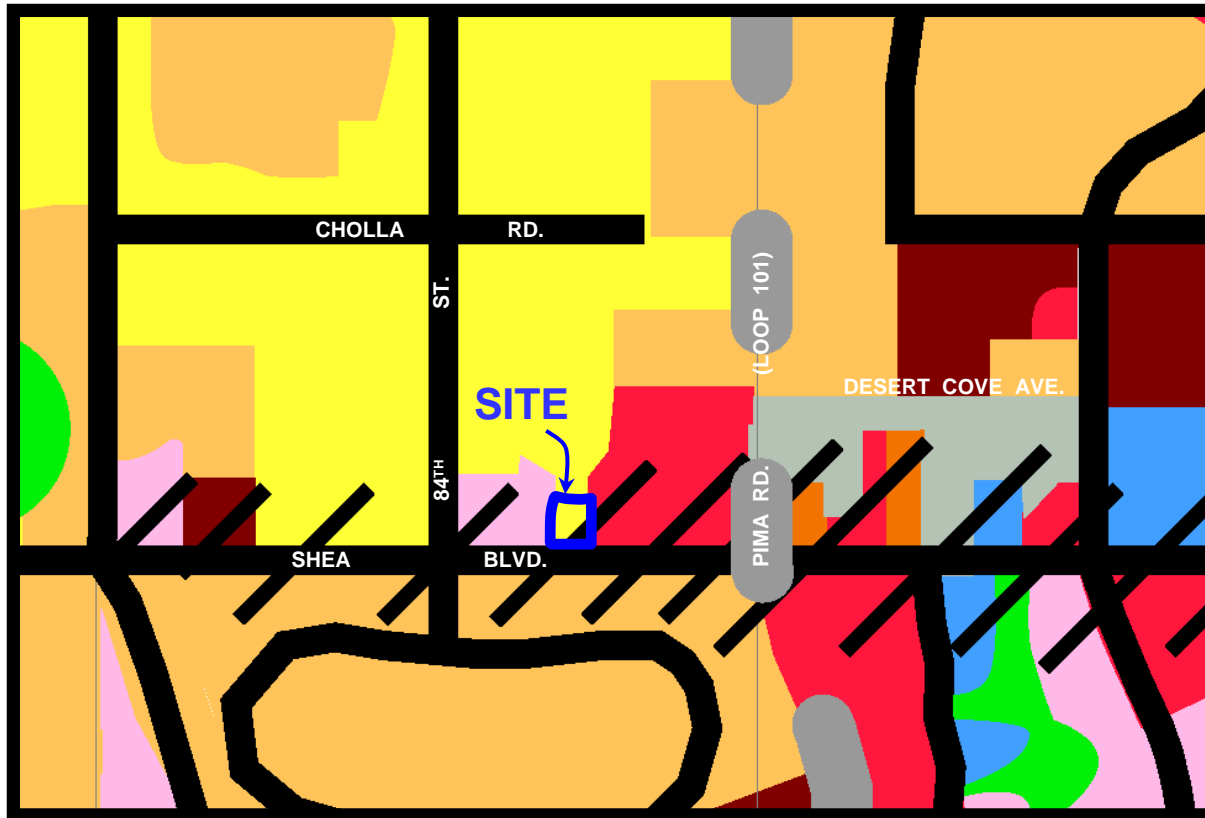


Scottsdale Professionals on Shea

**7-GP-2002 / 14-ZN-2002**

ATTACHMENT #2A

# Existing General Plan



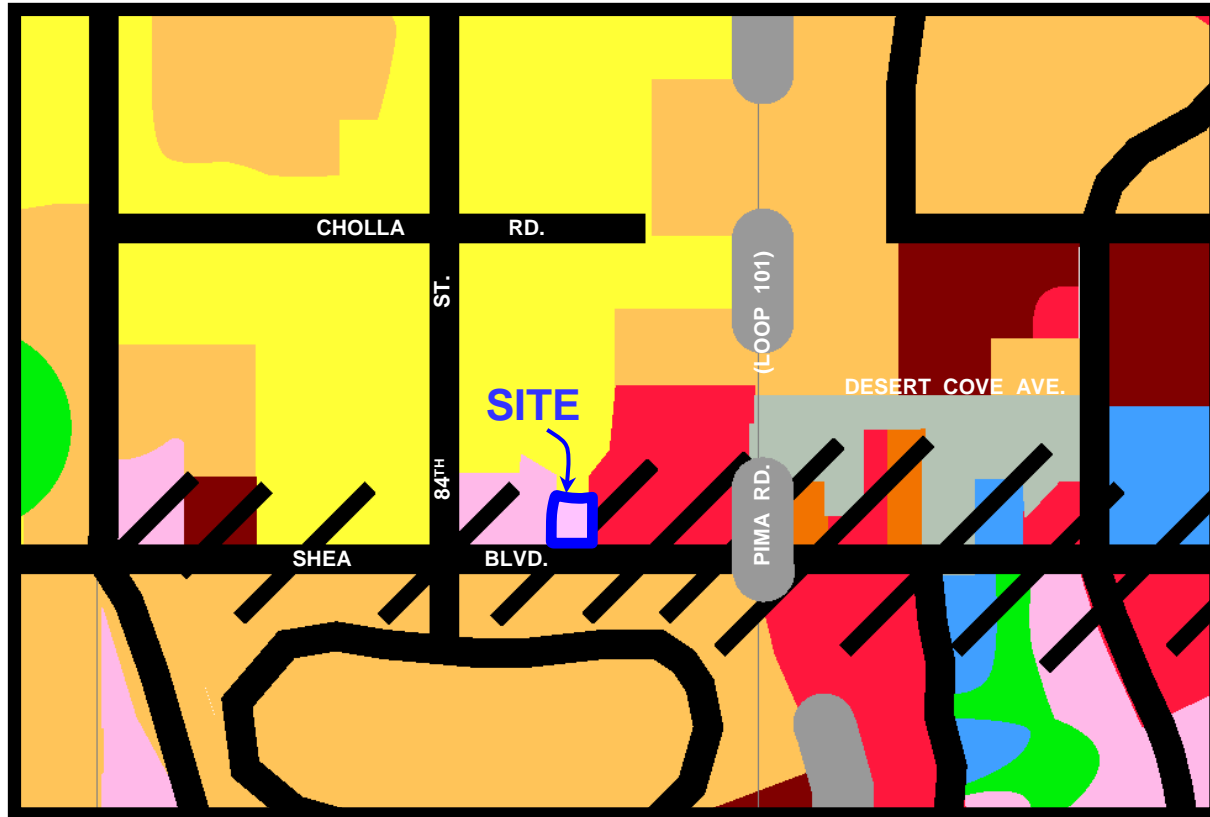
- |                                                             |                                                                        |
|-------------------------------------------------------------|------------------------------------------------------------------------|
| Rural Neighborhoods                                         | Commercial                                                             |
| Suburban Neighborhoods                                      | Office                                                                 |
| Urban Neighborhoods                                         | Employment                                                             |
| Mixed-Use Neighborhoods                                     | Natural Open Space                                                     |
| Resorts/Tourism                                             | Developed Open Space (Parks)                                           |
| Shea Corridor                                               | Developed Open Space (Golf Courses)                                    |
| Mayo Support District                                       | Cultural/Institutional or Public Use                                   |
| Regional Use District                                       | State Trust Lands under State Land Commissioner's Order #078-2001/2002 |
| McDowell Sonoran Preserve (as of 4/2002)                    |                                                                        |
| Recommended Study Boundary of the McDowell Sonoran Preserve |                                                                        |
| City Boundary                                               | Location not yet determined                                            |



**7-GP-2002 / 14-ZN-2002**  
**ATTACHMENT #3**

Adopted by City Council October 30, 2001  
 Ratified by Scottsdale voters March 12, 2002  
 revised to show McDowell Sonoran Preserve as of April 2, 2002

# Proposed General Plan

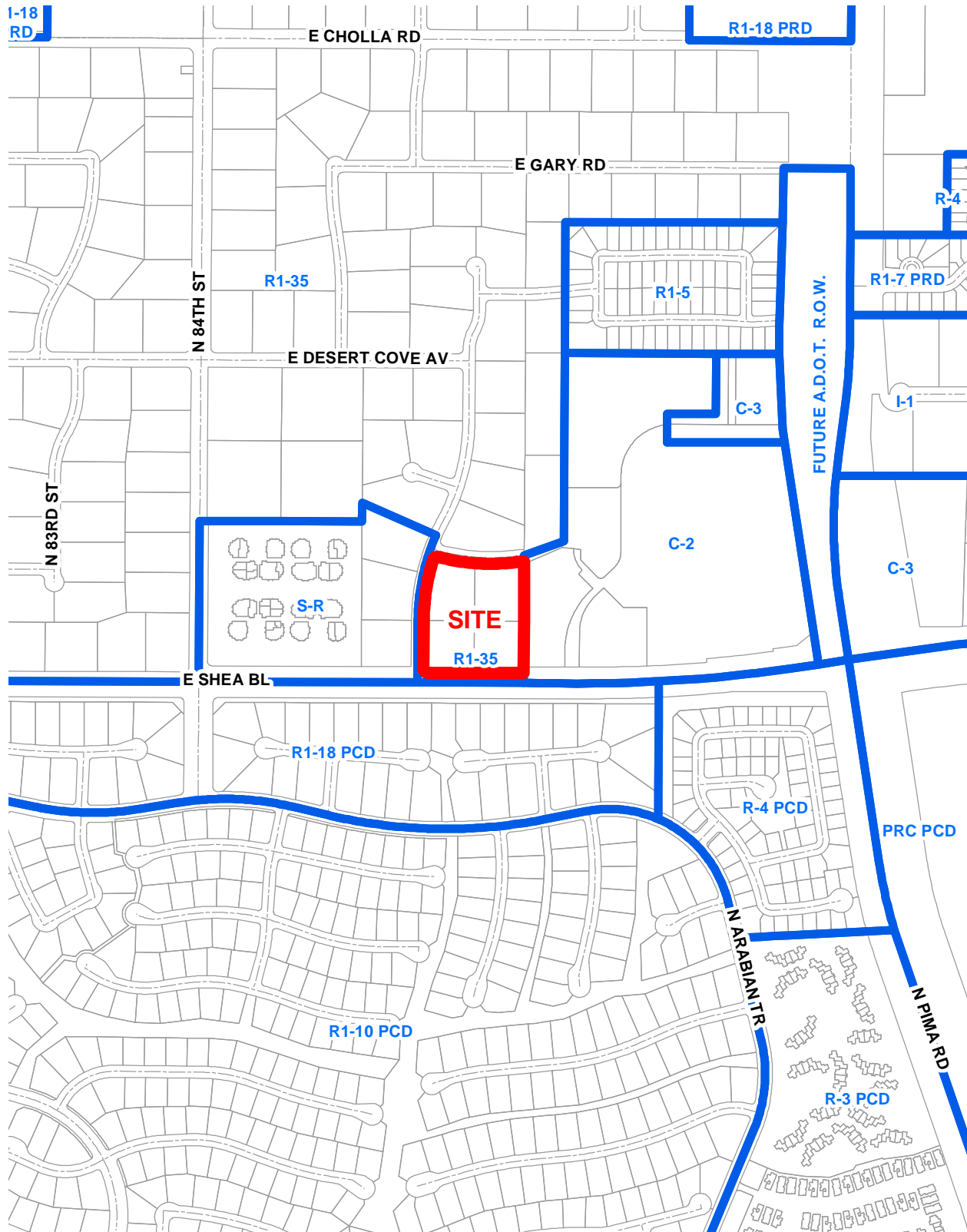


**7-GP-2002 / 14-ZN-2002**

**ATTACHMENT #3A**

Adopted by City Council October 30, 2001  
 Ratified by Scottsdale voters March 12, 2002  
 revised to show McDowell Sonoran Preserve as of April 2, 2002





14-ZN-2002

ATTACHMENT #4





## **STIPULATIONS FOR CASE 7-GP-2002, 14-ZN-2002**

### PLANNING/ DEVELOPMENT

1. **CONFORMANCE TO SITE PLAN.** Development shall conform with the site plan submitted by Palmer Architects and dated 11/17/2003. These stipulations Zoning Ordinance requirements, corrections of minor errors, and more restrictive Development Review Board stipulations take precedence over the above-referenced site plan. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. **BUILDING SETBACKS.** In addition to the required setbacks within the S-R zoning district, the following minimum building setbacks shall be met (measured from the property line):
  - A. Eighty (80) feet along Shea Boulevard, and the south forty (40) feet shall be landscaped.
  - B. Seventy (70) feet along 85<sup>th</sup> Place, and the west twenty five (25) feet shall be landscaped.
3. **PHASING.** Before issuance of any certificate of occupancy for any phases, the developer shall grade, pave and landscape the entire site to its final configuration, to the satisfaction of city staff.

### ENVIRONMENTAL DESIGN

1. **OUTDOOR LIGHTING.** With the first Development Review Board submittal, the applicant shall provide a lighting plan demonstrating the following minimum standards are met:
  - A. Outdoor lighting shall be setback a minimum of sixty (60) feet from the south property line, seventy (70) feet from the west property line, and ten (10) feet from the north property line.
  - B. Building-mounted lighting shall not exceed twelve (12) feet in height, measured from the finished grade to fixture lens.
  - C. Pole-mounted lighting shall be limited to sixteen (16) feet in height, except pole-mounted lighting located between buildings and the west and north property lines shall be limited to fourteen (14) feet in height. Pole-mounted lighting shall be measured from finished grade at the base of the light standard to fixture lens.
2. **MATURE TREES.** With the first Development Review Board submittal, the applicant shall provide a plan, including tree specie and size at installation, demonstrating mature trees will be provided to screen the office complex from the adjacent neighborhood to the north and west.

### CIRCULATION

1. **STREET CONSTRUCTION.** Before issuance of any certificate of occupancy for the site, the developer shall dedicate an additional twenty five (25) feet right-of-way along Shea Boulevard for a total half street right-of-way of sixty five (65) feet.
2. **ACCESS RESTRICTIONS.** Before issuance of any certificate of occupancy for the site, the developer shall dedicate the necessary right-of-way, as determined by city staff, and construct the following access to the site. Access to the site shall conform to the following restrictions (distances measured to the driveway or street centerlines):
  - a. 85<sup>th</sup> Place and Clinton Street- The developer shall dedicate a one-foot wide vehicular non-access easement on these streets along the site frontage.
  - b. Shea Boulevard - The developer shall dedicate a one-foot wide vehicular non-access easement on this street except at the approved driveway entrance. One right-in, right-out only driveway shall be allowed along Shea Boulevard. This driveway shall be located approximately midway between the Pima Crossings driveway and 85<sup>th</sup> Place (approximately

300 feet from both).

3. **EASEMENT REQUIREMENTS.** Before any final plan approval, the developer shall dedicate an ingress/egress easement over the proposed connection to the adjacent Pima Crossings shopping center in a form acceptable to city staff. Before any final plan approval, the developer shall obtain an access easement from Pima Crossings management company that provides a connection to the traffic signal on Shea Boulevard in a form acceptable to city staff. The location of the connection shall be subject to approval by city staff.
4. **AUXILIARY LANE CONSTRUCTION.** Before any certificate of occupancy is issued for the site, the developer, at its expense, shall construct a right-turn deceleration lane at the site entrance on Shea Boulevard, in conformance with the Design Standards and Policies Manual.
5. **PEDESTRIAN CIRCULATION PLAN.** With the Development Review Board submittal, the developer shall submit a Pedestrian Circulation Plan for the site, which shall be subject to city staff approval. A minimum of two (2) pedestrian connections from the site buildings to the Pima Crossings shopping center shall be provided and align with pedestrian pathways on the adjacent shopping center. A minimum of one (1) pedestrian connection shall be provided to connect the site buildings to 85<sup>th</sup> Place. This plan shall indicate the location and width of all sidewalks and pedestrian pathways.



## **ADDITIONAL INFORMATION FOR CASE 7-GP-2002, 14-ZN-2002**

### PLANNING/DEVELOPMENT

4. DEVELOPMENT REVIEW BOARD. The City Council directs the Development Review Board's attention to:
  - a. Architectural design,
  - b. The type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
  - c. Landscaping.

### ENGINEERING

1. RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE. The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
2. FEES. The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
3. STREET CONSTRUCTION STANDARDS. The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.
4. CITY CONTROL OF ACCESS. The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

### DRAINAGE AND FLOOD CONTROL

1. PRELIMINARY DRAINAGE REPORT. With the Development Review Board submittal, the developer shall submit a preliminary drainage report and plan subject to city staff approval. The preliminary report and plan shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. In addition, the conceptual drainage report and plan shall:
  - a. Identify all major wash corridors entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of ALL washes which exit the property.
  - b. Determine easement dimensions necessary to accommodate design discharges.
  - c. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage.
  - d. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
  - e. Include a complete description of requirements relating to project phasing.

1. FINAL DRAINAGE REPORT. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a final drainage report and plan subject to city staff approval. The final drainage report and plan shall conform to the Design Standards and Policies Manual – Drainage Report and Preparation. In addition, the final drainage report and plan shall:
  - a. Provide final calculations and detailed analysis that demonstrate consistency with the accepted conceptual drainage plan and report.
4. STORM WATER STORAGE REQUIREMENT. On-site storm water storage is required for the full 100-year, 2-hour storm event, unless city staff approves the developer's Request for Waiver. See Section 2 of the Design Standards and Policies Manual for waiver criteria.
  - a. If applicable, the developer shall submit to the Community Development Division a Request for Waiver Review form, which shall:
    - (1) Include a supportive argument that demonstrates historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.
    - (2) Include an estimate for payment in-lieu of on-site storm water storage, subject to city staff approval.
  - b. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained the waiver approval.
5. STORM WATER STORAGE EASEMENTS. With the Development Review Board submittal, the developer shall submit a site plan subject to city staff approval. The site plan shall include and identify tracts with easements dedicated for the purposes of storm water storage, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.
6. DRAINAGE EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all drainage easements necessary to serve the site.

#### VERIFICATION OF COMPLIANCE

1. REQUIRED SPECIAL INSPECTIONS. Before the approval of the improvement plans, the Project Quality/Compliance Division staff shall specify those drainage facilities that shall be required to have Special Inspections. See Section 2-109 of the Design Standards and Policies Manual for more information on this process.
2. CONDITION FOR ISSUANCE OF GRADING & DRAINAGE PERMIT. Before the issuance of a Grading & Drainage Permit:
  - a. The developer shall certify to the Project Quality/Compliance Division, that it has retained an Inspecting Engineer by completing Part I (Project Information) and Part II (Owner's Notification of Special Inspection) of the Certificate of Special Inspection of Drainage Facilities (CSIDF); and,
  - b. The Inspecting Engineer shall seal, sign and date Part III (Certificate of Responsibility) of the CSIDF.
3. CONDITION FOR ISSUANCE OF CERTIFICATE OF OCCUPANCY AND/OR LETTER OF ACCEPTANCE. Before the issuance of a Certificate of Occupancy and/or a Letter of Acceptance:

- a. The Inspecting Engineer shall seal, sign and date the Certificate of Compliance form.
  - b. The developer shall submit all required Special Inspection Checklists and the completed Certificate of Compliance form to the Inspection Services Division. The Certificate of Compliance form shall be sealed, signed and dated by the Inspecting Engineer, and shall be attached to all required Special Inspection Checklists completed by the Inspecting Engineer.
4. AS-BUILT PLANS. City staff may at any time request the developer to submit As-built plans to the Inspection Services Division. As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor. As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, dams, berms, lined and unlined open channels, storm water storage basins and underground storm water storage tanks, bridges as determined by city staff.

#### WATER

1. BASIS OF DESIGN REPORT (WATER). Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall conform to the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
  - a. Identify the location, size, condition and availability of existing water lines and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc.
  - b. Identify the timing of and parties responsible for construction of all water facilities.
  - c. Include a complete description of requirements relating to project phasing.
2. APPROVED BASIS OF DESIGN REPORT. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.
3. WATERLINE EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code the Design Standards and Policies Manual, all water easements necessary to serve the site.

#### WASTEWATER

1. BASIS OF DESIGN REPORT (SANITARY SEWER). ). Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall be in conformance with the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
  - a. Identify the location of, the size, condition and availability of existing sanitary sewer lines and wastewater related facilities.
  - b. Identify the timing of and parties responsible for construction of all sanitary sewer facilities.
  - c. Include a complete description of requirements relating to project phasing.
2. APPROVED BASIS OF DESIGN REPORT. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.

3. **SANITARY SEWER EASEMENTS.** Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve the site.

#### OTHER REQUIREMENTS

1. **ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS.** All construction activities that disturb five or more acres, or less than five acres if the site is a part of a greater common plan, shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100. Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site <http://www.epa.gov/region>.

The developer shall:

- a. Submit a completed Notice of Intent (NOI) to the EPA.
  - b. Submit a completed Storm Water Pollution Prevention Plan (SWPPP) to the EPA.
2. **NOTICE OF INTENT (NOI).** With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a copy of the NOI.
  3. **SECTION 404 PERMITS.** With the improvement plan submittal to the Project Quality/Compliance Division, the developer' engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]
  4. **DUST CONTROL PERMITS.** Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving equipment permit) from Maricopa County Division of Air Pollution Control. Call the county 602-507-6727 for fees and application information.
  5. **UTILITY CONFLICT COORDINATION.** With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a signed No Conflict form (not required for city owned utilities) from every affected utility company.
  6. **ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ).** The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 Guidelines for the Construction of Water Systems, and Engineering Bulletin #11 Minimum Requirements for Design, Submission of Plans, and Specifications of Sewerage Works, published by the ADEQ. In addition:
    - a. Before approval of final improvement plans by the Project Quality/Compliance Division, the developer shall submit a cover sheet for the final improvement plans with a completed signature and date of approval from the Maricopa County Environmental Services Department (MCESD).
    - b. Before issuance of encroachment permits by city staff, the developer shall provide evidence to city staff that a Certificate of Approval to Construct Water and/or Wastewater Systems has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.

- c. Before commencing construction, the developer shall submit evidence to city staff that Notification of Starting Construction has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
- d. Before acceptance of improvements by the city Inspection Services Division, the developer shall submit a Certificate of Approval of Construction signed by the MCESD and a copy of the As-Built drawings.
- e. Before issuance of Letters of Acceptance by the city Inspection Services Division, the developer shall:
  - (1) Provide to the MCESD, As-Built drawings for the water and/or sanitary sewer lines and all related facilities, subject to approval by the MCESD staff, and to city staff, a copy of the approved As-Built drawings and/or a Certification of As-Built, as issued by the MCESD.
  - (2) Provide to the MCESD a copy of the Engineers Certificate of Completion with all test results, analysis results, and calculations, as indicated on the form.
  - (3) Provide to the MCESD a copy of the Request for Certificate of Approval of Construction of water and/or sanitary sewer lines with all appropriate quantities.
  - (4) Provide the city Inspection Services Division a copy of the Certificate of Approval of Construction, as issued by the MCESD.

**SCOTTSDALE PROFESSIONALS ON SHEA  
NEC SHEA BOULEVARD & 85<sup>TH</sup> PLACE  
TRAFFIC IMPACT ANALYSIS SUMMARY  
14-ZN-2002, 7-GP-2002**

**Prepared by: Phillip Kercher, COS Traffic Engineering  
Traffic Impact Study Prepared by: Dan Hartig, Parsons Brinckerhoff**

**EXISTING CONDITIONS**

The parcel under consideration in this zoning case and general plan amendment is located on the northeast corner of Shea Boulevard and 85<sup>th</sup> Place. Four single-family dwelling units currently occupy the 4.24-acre parcel. The existing zoning on the parcel is Single Family Residential (R1-35) with a General Plan Category of Rural Neighborhoods.

Shea Boulevard is classified on the Community Mobility Element of the City's General Plan as a Regional Systems Street. It is classified as a major arterial street on the recently adopted Streets Master Plan. Shea Boulevard is constructed to major arterial standards with three lanes in each direction and a landscaped median. The posted speed limit on this section of Shea Boulevard is 45-MPH. The current daily traffic volume on Shea Boulevard is 47,900 vehicles per day east of 85<sup>th</sup> Place.

85<sup>th</sup> Place is classified on the Community Mobility Element of the City's General Plan as a Neighborhood Systems Street. It is classified as a local street on the Streets Master Plan. 85<sup>th</sup> Place has one lane in each direction. The posted speed limit on 85<sup>th</sup> Place is 25-MPH. The current daily traffic volume on 85<sup>th</sup> Place is 865 vehicles per day north of Shea Boulevard.

The intersection of Shea Boulevard and 85<sup>th</sup> Place is currently an unsignalized T-intersection. It is stop controlled on 85<sup>th</sup> Place. There is a median opening on Shea Boulevard that provides left-turn access into and out of 85<sup>th</sup> Place.

Pima Crossings Driveway is a private driveway that leads into the Pima Crossings shopping center on the northwest corner of Shea Boulevard and the 101 Freeway. It is the primary access for the retail center.

The intersection of Pima Crossings Driveway and Shea Boulevard is currently a signalized T-intersection. The intersection has dedicated left turn lane on the eastbound approach and a dedicated right turn lane on the westbound approach on Shea Boulevard. The southbound Pima Crossings Driveway approach has dual left-turn lanes and a single right-turn lane.

Accident data was reviewed for the years 2001 and 2002. During 2002, there were twenty four collisions on Shea Boulevard between the 101 Freeway and 84<sup>th</sup> Street. Seven of these were between the 101 Freeway and Pima Crossings Driveway, eight were between Pima Crossings and 85<sup>th</sup> Place, and seven were between 85<sup>th</sup> Place and 84<sup>th</sup> Street. The majority of these collisions involved vehicles traveling in the same direction. In 2001, there were eight accidents within these limits, with four between the 101 Freeway and 85<sup>th</sup> Place, and four between 85<sup>th</sup> Place and 84<sup>th</sup> Street. The 2002 segment accident rate for Shea Boulevard between the 101 Freeway and 84<sup>th</sup> Street

was 2.74 accidents per million vehicle miles. The 2001 segment accident rate was 0.91. The average segment accident rate for the City for 2002 was 1.68.

During both 2001 and 2002 there were two intersection accidents at Pima Crossings Driveway and Shea Boulevard. The intersection accident rate is 0.10 accidents per million entering vehicles, which is well below the citywide average of 0.53.

**Proposed Development:**

The applicant is proposing to rezone the subject parcel from Single Family Residential (R1-35) to Service Residential (S-R). This also requires a General Plan amendment to change from Rural Neighborhoods category to Office category.

The applicant is proposing to develop the site as an office complex. The submitted site plan identifies six one-story buildings on the site with a total of 37,800 square feet of office space. The site is requesting a right-in, right-out driveway on Shea Boulevard. The applicant has been in discussions with the Pima Crossings Shopping Center's management company to allow cross access from the subject site to their signalized driveway on Shea Boulevard. For the purposes of the traffic impact study, this cross access is assumed to be allowed. Access to 85<sup>th</sup> Place from the site is not being proposed based on the desire of the adjacent residential property owners to not increase traffic on 85<sup>th</sup> Place.

Under the existing R1-35 zoning, the site could be developed as it is currently with four residential dwelling units. The Trip Generation Table below summarizes the estimated traffic that would be generated if the site were developed under the existing zoning as well as for the proposed development. A trip generation calculation was also provided assuming medical office land use on the site, which is allowed under the S-R zoning category. Trip generation values are the total number of vehicles entering and leaving the site during the specified time.

**TRIP GENERATION COMPARISON TABLE**

Land Use	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Current Zoning (R1-35): Single Family - 4 dwelling units	236	6	18	24	16	9	25
Proposed Zoning (S-R): General Office - 38,000 s.f.	631	76	10	86	21	101	122
<b>Difference</b>	<b>+395</b>	<b>+70</b>	<b>-8</b>	<b>+62</b>	<b>+5</b>	<b>+92</b>	<b>+97</b>
Alt. Development (S-R): Medical Office – 38,000 s.f.	1,339	9	2	11	34	91	125

The Trip Generation Comparison Table demonstrates that the proposed development would generate approximately 400 more trips per day than would be allowed under the existing zoning. The table also shows that the site would generate approximately 1,300 trips per day if developed as medical office. Medical office is allowed under the proposed S-R zoning.

A traffic impact study was prepared by Parsons Brinckerhoff under the City's Traffic Impact and Mitigation Analysis (TIMA) Program, which examines the impacts from the proposed development in detail. A copy of this report is included for reference.

Capacity analysis was completed to evaluate the Level of Service (LOS) for the signalized intersection of Pima Crossings Driveway and Shea Boulevard for the current conditions and for the horizon year of 2005. The 2005 analysis includes traffic from the proposed development and traffic generated by the existing shopping center.

Capacity analysis was also performed for the unsignalized site driveway on Shea Boulevard. The driveway on Shea Boulevard would be restricted to right in/right out.

Capacity calculations for signalized intersections are evaluated for each movement at the intersection, each approach to the intersection, and for the intersection overall. The site driveway is a side street stop controlled intersections. Level of service is evaluated for each movement at the intersection for these unsignalized intersections. The results of the capacity calculations are presented in the Level of Service Table below.

**Level of Service Table – Signalized Intersection**

<b>Pima Crossings Driveway &amp; Shea Boulevard</b>	<b>Level of Service</b>	
	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
2003 Traffic	A	B
2005 Traffic	B	B

The table above demonstrates that the level of service for the signalized intersection of Pima Crossings Driveway and Shea Boulevard will be at acceptable levels with the addition of the proposed site traffic. All of the individual movements at the intersection are anticipated to operate at LOS D or better.

The unsignalized site driveway is also anticipated to operate at acceptable levels of service. All of the movements at the driveways are expected to operate at LOS B or better during both the a.m. and p.m. peak hours.

**Additional Information:**

The area residents have complained about travel speeds and cut through traffic on 84<sup>th</sup> Street, Desert Cove, and 85<sup>th</sup> Place. The City made modifications to 84<sup>th</sup> Street that included speed humps and median islands. The developer of the office complex on 84<sup>th</sup> Street in conjunction with the City installed medians islands and speed humps on Desert Cove and 85<sup>th</sup> Place to provide traffic calming.

The applicant has been in negotiations with the management company for the Pima Crossings shopping center regarding access through their property. Staff has had discussions with the management company regarding some potential modifications to main shopping center driveway that would improve the traffic flow into and out of the center, reducing the impact from the additional office traffic.

**Summary:**



Primary access to the site is proposed to be via cross access through the Pima Crossings shopping center to access their signalized driveway on Shea Boulevard. A proposed right-in, right-out driveway on Shea Boulevard provides secondary site access.

Approval of the proposed zoning and general plan amendment will allow the development of approximately 38,000 square feet of office land use on the site. Analysis of the trip generation comparison demonstrates that this development will generate approximately 630 trips per day to and from the site with an estimated 62 trips occurring during the a.m. peak hour and 97 trips occurring during the p.m. peak hour. Capacity calculations were completed for the adjacent Pima Crossing Driveway and Shea Boulevard signalized intersection and for the unsignalized site driveway on Shea Boulevard. The intersection of Pima Crossings and Shea Boulevard is expected to operate at an LOS B during both peak hours with the addition of the proposed site traffic. The site driveway on Shea Boulevard, restricted to right-in and right-out access, is expected to operate at LOS B or better for all movements.

**Staff Comments/Concerns:**

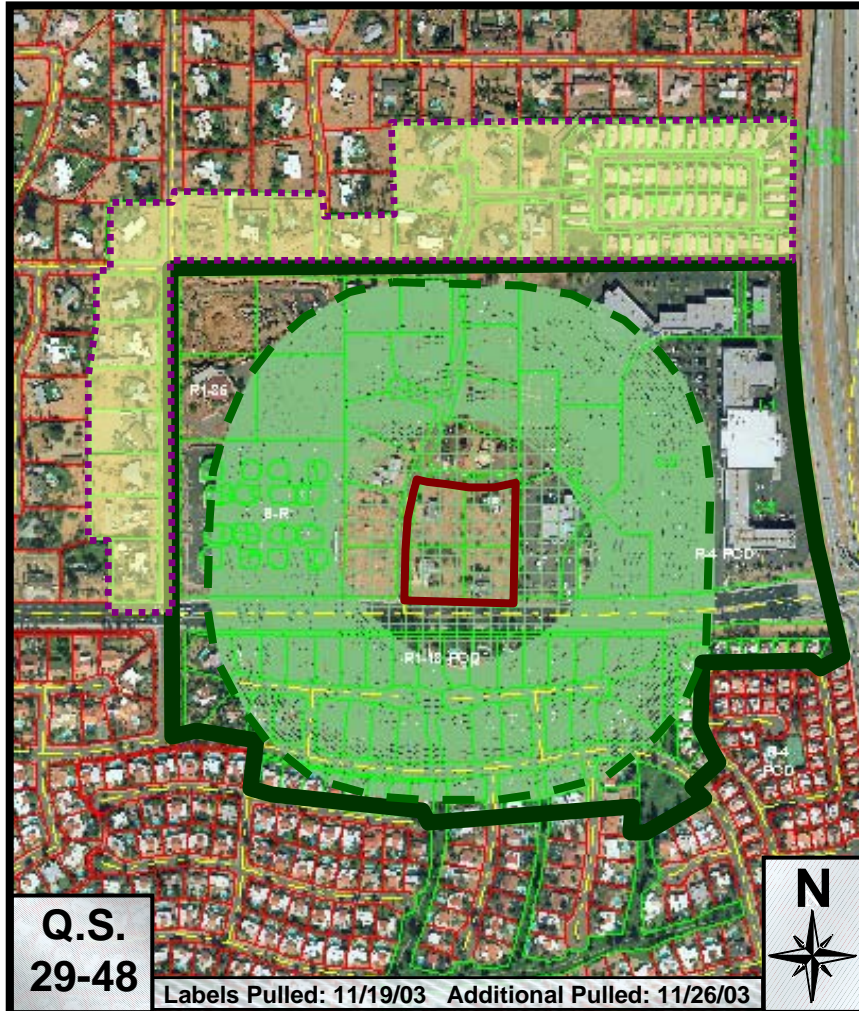
- The traffic study assumes that the site has cross access through the adjacent shopping center, Pima Crossings, to access their signalized driveway on Shea Boulevard. An access easement should be obtained by the applicant to assure that access to this signal will be available.
- The applicant should construct a right turn deceleration lane on Shea Boulevard at the site driveway for westbound traffic.
- Pedestrian connections from this site to the adjacent shopping center should be provided in addition to the vehicular connection.

**Scottsdale Professionals On Shea  
7-GP-2002 & 14-ZN-2002**

Attachment #8. Citizen Involvement

The above attachment is on file at the City of  
Scottsdale Current Planning office,  
7447 E Indian School Road, Suite 105.

# City Notifications – Mailing List Selection Map



## Map Legend:



Site Boundary



Properties within 750-feet



Extended Selection



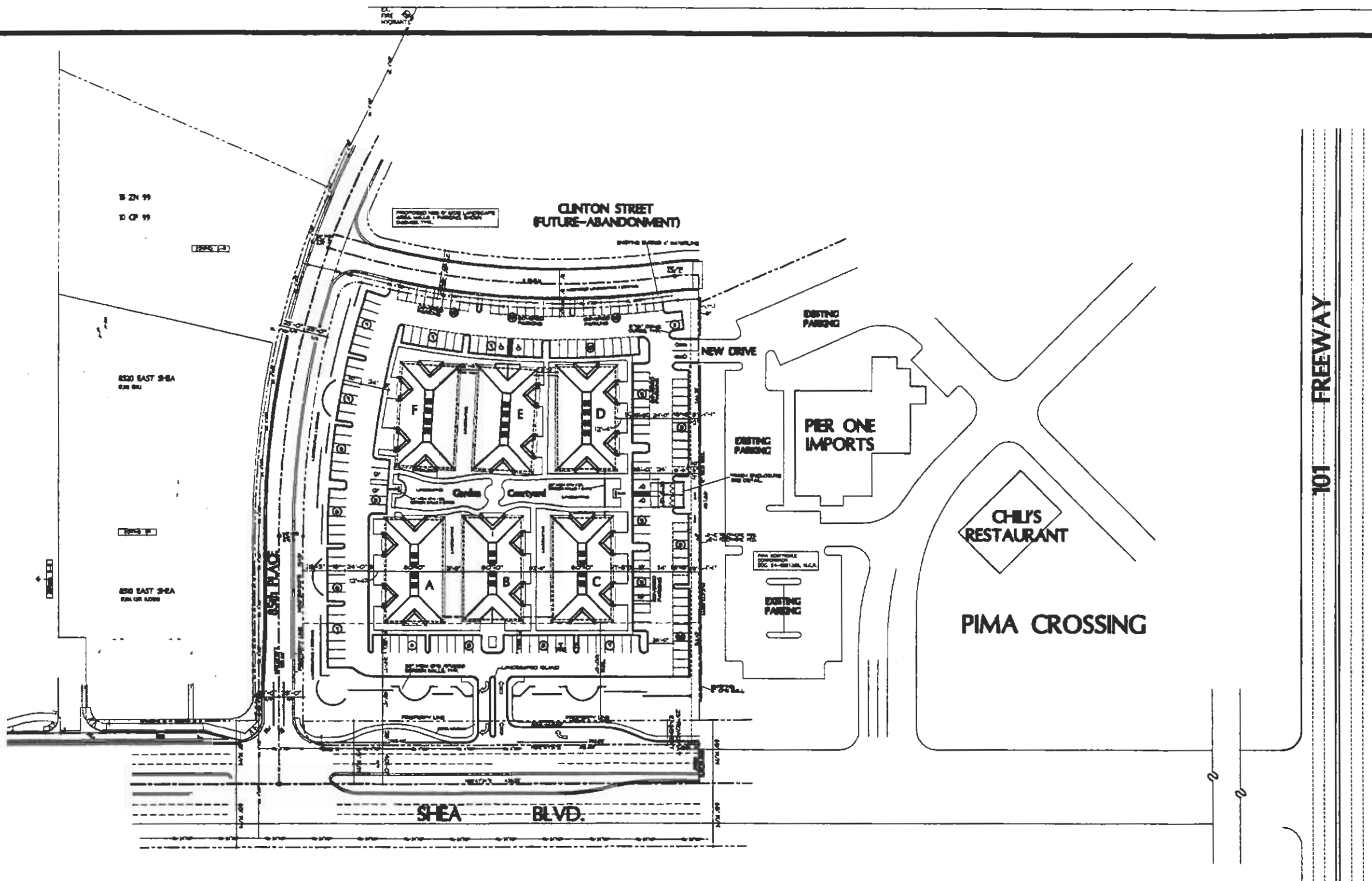
Additional properties notified  
(Mailed 11/26/03)

## Additional Notifications:

- General Plan Notification List
- Interested Parties List
- McCormick Ranch HOA
- Reflections At Pima Crossings HOA
- Sundown Ranch HOA
- Tierra Santa HOA

Scottsdale Professionals On Shea

**7-GP-2002 & 14-ZN-2002**



# SITE PLAN

SCALE: 1" = 50'-0"



## PROJECT DATA:

ZONING: S-2		PARKING REQUIRED, OFFICE USE:	
SITE AREA:		37,800 SF / 300 SF = 126 TOTAL SPACES REQUIRED	
148 CHD. LOTS: 434 AC. TOTAL = 184,643 SF.		PARKING SPACES PROVIDED:	
OPEN SPACE CALCULATIONS:		08% SITE AREA = 6,703 SF	
34% OF NET SITE AREA REQUIRED		STANDARD PARKING SPACES: 7% SPACES	
6,244 x 184,643 SF = 44,334 SF		ACCESSIBLE PARKING SPACES: 4 SPACES	
OPEN SPACE AREA PROVIDED: 43% = 84,348 SF		ACCESSIBLE H.C. VAN SPACES: 1 SPACE	
FRONT OPEN SPACE SITE AREA PROVIDED:		TOTAL SPACES PROVIDED: 84 TOTAL SPACES PROVIDED	
04% = 25,430 SF		TOTAL UNCOVERED IN COVERED	
NUMBER OF OFFICE UNITS:		BICYCLE SPACES PROVIDED: 6 SPACES	
84 UNITS AT 6,300 GROSS SF = 529,200 SF			
09% OF SITE AREA			
BUILDING HEIGHT:			
MAXIMUM HEIGHT ALLOWED: 18'-0" AFF.			
ACTUAL BUILDING HEIGHT: 17'-0" AFF.			

PRELIMINARY - NOT FOR CONSTRUCTION

NEW OFFICE CONDOMINIUMS FOR:

SCOTTSDALE PROFESSIONALS ON SHEA  
SHEA BLVD. AT BUSH PLACE  
SCOTTSDALE, AZ

PRELIM. SITE PLAN



PALMER ARCHITECTS  
4407 N. GOLDWATER BLVD. STE. 105  
SCOTTSDALE, AZ 85251  
PH: 480 947-7777, FAX: 480 947-7776

DESIGN P.A.	DATE
CHECKED P.A.	17 NOV. 05
SCALE	AS NOTED
DATE	10-15-05
SHEET	

7-GP-2002  
14-ZN-2002